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## INFORMATION REPORT INFORMATION REPORT

## CENTRAL INTELLIGENCE AGENCY

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S E C R E T

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COUNTRY	Hungary	REPORT	
SUBJECT	[REDACTED]	DATE DISTR.	24 SEP 1957 25X1
DATE OF INFO.	Hungarian Military Air Force / Pilot and navigator training & Partial order of battle, position and surface of runways on nine air fields; Organization and obstruction of air defense.	NO. PAGES	1
PLACE & DATE ACQ.	[REDACTED]	REQUIREMENT NO.	RD
		REFERENCES	25X1
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SOURCE EVALUATIONS ARE DEFINITIVE. APPRAISAL OF CONTENT IS TENTATIVE.

report concerning the Hungarian military air force prior to November 1956. The report gives the following information:

1. Training, including location of the pilot-training headquarters and aircraft available for training, pilot-training methods, and curriculum.
2. Soviet and Hungarian order of battle in Hungary, to the extent it was known [REDACTED]
3. Organization of a fighter division; aircraft [REDACTED] 25X1
4. Runways on nine airfields in Hungary.
5. Aircraft types and their armament.
6. Organization and operation of air defense.
7. Air force supplies.
8. The report also includes two sketches (one sheet each), one purporting to show the organization of the Hungarian Air Defense Early Warning radar system and the other (with explanatory legend) the layout of one of the radar stations in the system and a side view of such a station, showing the appearance of the antenna.

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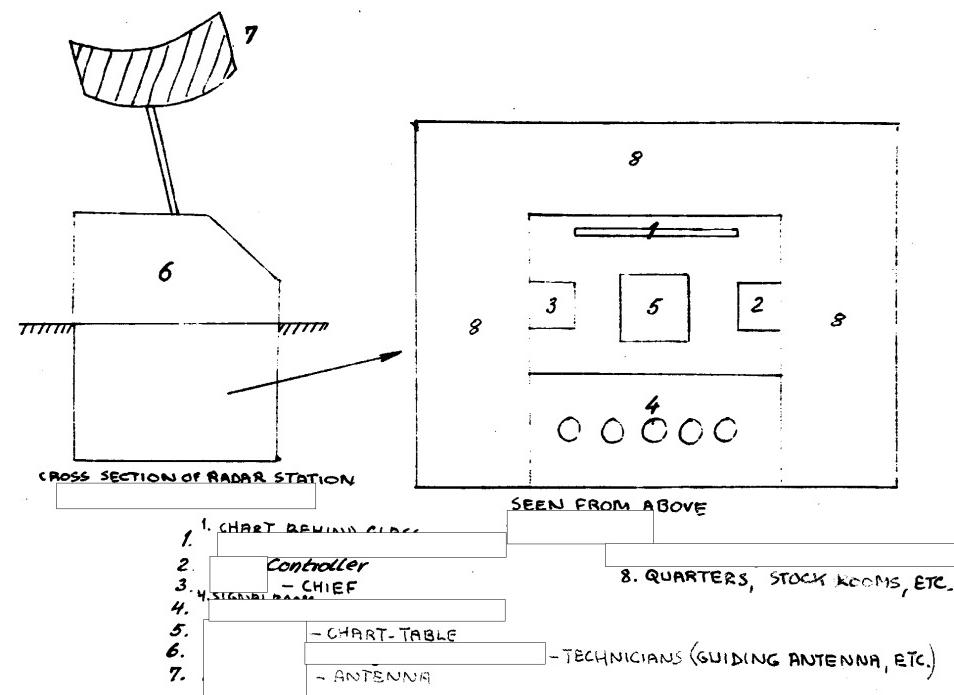
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STATE	ARMY	X NAVY	X AIR	X FBI	AEC				
(Note: Washington distribution indicated by "X"; Field distribution by "#").									

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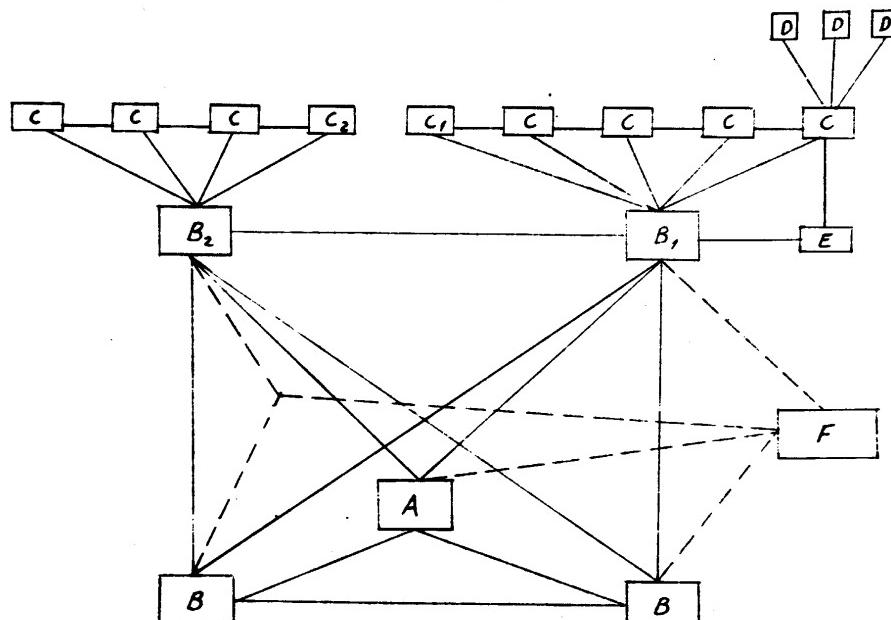


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Attachment 1.

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THE HUNGARIAN AIR DEFENCE SYSTEM

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- a) The headquarters of the training of pilots in Hungary is located in SZOLNOK where there are two training regiments. In addition there is one training regiment each in MERZOTUR and TAPIOSZENT-MARTON. There are 28 YAK-11 and 24 YAK-18 at the disposal for training uses. The reorientation in jets takes place in KUNMADARES.
- b) The name of the school is KILIAN GYÖGY REPÜLÖHOSCOZO TISZTI ISKOLA and has sections for training of fighter pilots, bomber pilots, and navigators. The navigators are usually not people who are considered unfit as pilots, even though a few pilots are transferred to the navigator service because of physical defects that make them unfit as pilots.
- c) The normal period of training is 3 years, and during that period of time [redacted] flew more than 150 hours, of which 22-23 hours were with instructor in YAK-18 and 12 hours with instructor in YAK-11. The number of hours with instructor was individual for the various air force cadets.

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The training consisted of 3-4 hours adjustment (conversion for each new type of plane) and then training in starting and landing. The 3 best cadets practiced this 12 times - the poorest ones up to 22 times.

Then they trained in navigation flying which always took place in the immediate vicinity of the base, however, at least two planes at the same time always [redacted]

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because of fear that they would try to escape. They also trained in elementary aerobatics and dives (up to 50°).

All training took place with instructor first, and tests had to be passed before the pilots could continue the program.

After having completed the above-mentioned program, the same training was done in formations, first of 2 planes, later of 3 planes.

There also was occasion for aerobatics with their own choice between the various disciplines.

3-4 hours' instrument flying

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All the instructors were good pilots. Some were considered politically unreliable and were not even officers while others were convinced Communists and several trained in Russia.

All the chiefs were Communists.

- d) Concurrently with the practical training, theoretic training took place, both things adapted to the weather conditions. They taught the following subjects. All the times listed are approximate:

Air geography.....	2 hours/week
Political training.....	3-6 " "
History.....	1-2 " "
Long range reconnaissance.....	2 x 2 hours/week
Bomb-throwing theory.....	2 hours every second day
Navigation.....	2 hours every second day
Flying theory.....	1 hour/day
Air combat theory.....	2 hours every second day
Theory of rifle fire.....	2 x 2 hours/week
Theory of rifle fire, written tasks..	6 hours/week
Russian.....	2 hours/week
Army tactics in connection with air support.....	6 hours/week
Armament.....	1/2 day/month
Physical training.....	2-3 x 2 hours/week

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Army organization.....2 hours/week  
 Mathematics.....2 " "  
 Engine theory (propeller & jet).....2-3 x 3 hours/week.

Long range reconnaissance only included western planes. The

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The army organization also only consisted of the Hungarian and the western forces.

Besides the above-mentioned subjects,

[redacted] a couple of hours about ABC-war [redacted] [redacted]  
 [redacted] and the tactical use of atomic arms.

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[redacted] the pilots in training at the school had had assignments in bombing Yugoslavia.

## 2. AOB

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a) [redacted] the following stationing of Russian and Hungarian forces before the revolt:

### b) Russian Forces

PAPA.....MIG-15/17, size of unit unknown; the Russians have headquarters here.  
 KECOKSKEMET.....MIG-15/17, at least 1 regiment.  
 DEBRECEN.....IL-28, number unknown.  
 TOMDL.....IL-28, number unknown.

### c) Hungarian Forces

TASZAR.....MIG-15/17, possibly 2 regiments.  
 KECOKSKEMET.....MIG-15/17, 1 regiment  
 SARMALLEK.....MIG-15/17, 1 reg. plus 10-12 IL-10.  
 TAPOLCA.....IL-10 and LI-2, number unknown.  
 BERETTYOJFALU.....IL-10, 1 regiment.  
 BUDAORS.....Bomber and transport units, number unknown.  
 KISKUNLAKAZA.....Small arms and bombing course for jet  
 pilots.

### d)

[redacted] there are repair shops for jets as well as piston engines in EZZTERBOM AND that Hungarian and Russian forces have been stationed almost constantly by turns at the field UFEHENTO.

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3. Organization and Number of Planes

A division consists of 3 regiments each with 42 planes.

Of these planes, 6 are staff and reserve planes while the remaining are divided into 3 squadrons each with 12 planes.

Each squadron is divided into 3 flights each with 4 planes. 25X1

4. Airfields

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Name	Length	Direction	Surface
SZOLNOK	3.2 km	173°	concrete
MEZÖTUR	2.5 km	180°	grass
DEBRECHEN	3 km	220°	concrete
KECKSKEMET	3.5 km	200°	concrete
BUDAORS	2 km	180°	grass
SARMALLEK	2.8 km	270°	concrete
TASZAR	3 km	225°	concrete
ESZTERBOM	2 km	270°	grass
KUNMADARAS	3 km	190°	concrete

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[redacted] a large airfield is being built in connection with the Warsaw Pact in MEZÖKÜVESD by MISCOLC. It is going to have a runway of 4 km concrete and be equipped with underground hangars with elevators.

There are 2-3 fields close by each other in SZEKESFEHERVAR. None of them have concrete runways, and no troops are stationed there.

b) [redacted] runways for jet 25X1 planes should be 3,000 x 60-120 metres, so that they could start and land almost at the same time in each end. 25X1

## 5. Equipment and Armament

a) [redacted] the following jet planes in the air: MIG-15, MIG-17, and IL-28. 25X1

[redacted] small number of MIG-19's had landed in TASZAR within the last year. They belonged to the Russian Air Force. 25X1

[redacted] there were Russian bombers heavier than IL-28, but knew nothing about how many types, their names, or their appearance. [redacted]

b) [redacted] the following armament with automatic arms: 25X1

MIG-15.....1 x 30 mm plus 2 x 20 mm  
TU-2.....2 x 20 mm plus 4 x 12.7 mm  
YAK-11.....2 x 12.7 mm  
PO-2.....1 x 12.7 mm.

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6. Air Defense Organization

There is one main center (see Attachment 1 A) which has 4 sub-centers (B). These are all connected with each other by telephone. Each sub-center (B) has a certain number of radar stations (C). The sub-center is connected by telephone with all radar stations placed under it, and furthermore, each radar station is connected with the neighboring station. However, these connections are only true within the same sub-center group, so that the connection between for instance C<sub>1</sub> and C<sub>2</sub> would have to go over C<sub>1</sub>-B<sub>1</sub>-B<sub>2</sub>-C<sub>2</sub>. 25X1

A certain number of visual observation posts (D) are placed under each radar station, and they are usually located near the frontiers and are always manned by military personnel. 25X1

The radar stations may be placed together with fighter forces on an airfield or they may be other places.

there were stations in PAPA, TASZAR, and by SZEPESTNEK by the border to Yugoslavia. 25X1

Furthermore, there are one or more fighter units (E) placed under each radar station and they can scramble directly.

the radar 25X1 stations could not order firing. Before 1955 the connection went over the air defense center (A), but unfortunate experiences resulted in reorganization so that the alarm can be given more directly, probably over the sub-centers (B).

b. The Procedure in Case of Advancing Foreign Planes is the Following:

The plane is observed by radar station C and the visual posts D, and they report by telephone to sub-center B and the neighboring radar station. If the chief of the radar station or the chief of the sub-center consider it necessary, one or more

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fighter units are scrambled. The radar station now acts as GCI station and directs the interception or delegates this to a neighboring station when the plane gets outside its own reach. Scrambling of the anti-aircraft artillery takes place either from the sub-center (B) or the main center (A).

25X1

c.

There is one scope which the chief sees while the picture of the air situation is entered on the chart (1). The GCI controller directs the interception by help of this chart. The chart-table (5) contains information about the placement and degree of preparedness of their own forces.

the radar's reach was 150 km.

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d.

the following degrees of preparedness:

#### Preparedness 1

The personnel has to remain at the base. The planes are uncovered and fueled, the guns are loaded.

#### Preparedness 2

The personnel in the vicinity of the planes - starting car connected.

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#### Preparedness 3

The pilot sits in the plane. The starting car is connected. The technicians ready, the engine is warmed up frequently.

The alarm either consists of rockets or radio.

In preparedness 3 the pilot sits in the plane for 2 hours in the summer, for 1 hour in the winter.

The number of planes in the alarm unit depends on the geographic location of the base, but is usually 1 or 2 files.

If the alarm unit is scrambled, its place is taken over by other planes and perhaps more men are called back to the base.

If a big number of planes enters the country, all fields are alarmed and they introduce a degree of preparedness dependent on the position in relation to the point of entry.

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c) [redacted] the whole air defense organization was combined Russian/Hungarian, [redacted] not know 25X1 whether the radar stations, etc., were manned by a majority of Russian or Hungarian personnel. 25X1

7. Miscellaneous 25X1

a) [redacted] each airfield had its own stockpiles which were supplied by the Soviet Union. He did not think that there was a large number of reserve planes in Hungary and knew nothing about plans to enlarge the Air Force in case of war. The stockpiles of POL (untranslateable) and ammunition in SARMALLEK were supposed to be especially big. Hungarian fighters from here are supposed to have threatened to defend Budapest against Russian bomber attacks. The field had not been attacked by Russian forces, but surrounded by a Russian tank division.

b) [redacted] building of a large, atom-proof air-raid shelter in PAPA.

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